

Figure 4-1. Inspection of ATOS Air Carriers by Non-ATOS Aviation Safety Inspectors.



U.S. Department
of Transportation

**Federal Aviation
Administration**

Memorandum

Subject: ACTION: Inspection of ATOS Air Carriers by Non-ATOS Aviation Safety Inspectors Date: April 6, 2001

From: Director, Flight Standards Service, AFS-1

To: All Flight Standards Division/Staff Managers

Since October 1, 1998, the surveillance program for the ten major air carriers including Alaska, American, America West, Continental, Delta, Northwest, Southwest, Trans World Airways, United, and US Airways has been conducted under the ATOS surveillance process. FAA Order 8400.10, Appendix 6, specified that the only surveillance conducted on these ten carriers should be inspections identified in the ATOS surveillance plan and performed by the assigned Certificate Management Team (CMT) member and en route inspections conducted by any inspector.

Based on input from ATOS Phase 1 certificate management offices and recommendations stemming from the ATOS special project, pending the issuance of amended handbook guidance, I am expanding the types of inspections of ATOS air carriers that may be conducted.

Aviation safety inspectors who are not assigned to an ATOS CMT are hereby authorized to conduct the following types of additional unplanned inspections, recorded in PTRS:

- Station facility
- De-ice checks
- Ramp checks
- Trip records
- Cargo checks
- Spot checks
- Unapproved parts
- Fuel facility
- Contract maintenance
- Support facility
- Structural spot checks
- Weather reporting/altimeter setting source checks

ATOS-assigned inspectors are not authorized to conduct these PTRS inspection activities. ATOS inspectors will continue to conduct Safety Attribute Inspections (SAI) and Element Performance Inspections (EPI) as assigned in the Comprehensive Surveillance Plan.

The development of PTRS-based planned work programs (i.e., "P" items) for ATOS carriers is prohibited. The additional inspections listed above shall be limited to cases where inspection opportunities arise while conducting other work activities at a particular location. For example, if a non-ATOS inspector is inspecting ground deicing operations at a particular airport, the opportunity to inspect and report on an ATOS carrier's

deicing operations is now authorized. Another example would be if a non-ATOS inspector noticed maintenance being performed on an ATOS carrier, the opportunity to conduct a spot check is now authorized.

Airline strike, labor unrest, and financial stress surveillance by non-ATOS inspectors may be authorized under a surveillance plan developed with the concurrence of the certificate-holding district office, region, and the Flight Standards Certification and Surveillance Division (AFS-900) (see HBAAT 00-17).

The current policy of allowing non-ATOS inspectors to conduct cockpit and cabin en route inspections remains unchanged. Inspections other than those listed in this memorandum continue to be prohibited; however, this prohibition does not preclude investigating any area that is identified as a possible violation or a failure to follow the operator's procedures.

Non-ATOS inspectors should refrain from communicating directly with carrier personnel about any perceived inadequacy in the carrier's approved systems or procedures (these should be communicated to the principal inspector). In cases where potential regulatory violations are discovered, it is essential that the coordination requirements of FAA Order 2150.3A, paragraph 208, be explicitly followed with regard to the interface between the geographic and certificate-holding district offices. In keeping with ATOS policy and procedures, significant issues or items of immediate concern, as determined by the inspector, arising from inspections shall be verbally conveyed to the principal inspector in a timely manner. Any imminent safety concern that requires immediate intervention must be addressed immediately with the appropriate company personnel.

Please distribute this memorandum throughout your division/staff. Also, please ensure that your CMOs promptly notify their assigned ATOS carriers of this new policy and provide them with a copy of this memorandum.

Original Signed By:
L. Nicholas Lacey